



THE NEWS OF TWO CAPITALS.

LONDON.

FRANCE AS THE LEADER OF THE LATIN RACES.

EUROPE FEARS A SHIFTING OF EXISTING ALLIANCES—CAUSES OF THE ITALIAN REVOLT—HOPES OF A SHORT WAR.

LIQUEFYING HYDROGEN.

[BY CABLE TO THE TRIBUNE.]

London, May 14.—Public attention is now centered upon the manoeuvres of a small but fast and powerful fleet against stronger but scattered squadrons, whose speed is that of their shrewd ships. Every naval expert has his theory as to the result of the manoeuvres. The point, whether it be San Juan, Santiago, Havana or Key West, but conjectures require no attention when news of a decisive battle for the supremacy in the West Indian waters may come at any hour. Criticism after the event will be more informed than futile guesswork based on individual capacity for naval strategy. The chief lesson of the week, with daily broadsides of war information, is that the Spanish Government has a brilliant talent for keeping its secrets, misleading the American press and making war in the dark. It is well served by its secret agents in the West Indies and in America, and by its absolute control at home of press and telegraph has succeeded in concealing the real line of operations of its fighting squadrons.

One point on which there is general agreement is that the appearance of a Spanish fleet in the West Indies is a sign that the war will be shortened. If the squadron obtains some temporary success by attacking an inferior force of blockading vessels off Cuba or menacing Key West, the Spanish Government will have a better chance of reconciling the public at home to the negotiation of peace, Spanish honor having been saved. If the Spanish fleet is disabled or destroyed, the continuance of a hopeless struggle will be out of the question, and European pressure will be brought to bear strongly upon Madrid against battling with the inevitable.

Whatever may happen in West Indian waters will send up Spanish 48 by promoting the chances of peace, and with the terrible signs of social unrest and organized revolt against the Government and law in Italy this result will be welcomed with a feeling of relief throughout Europe. The Italian revolt is regarded in England as a movement almost as mysterious as the struggle from darkness to light witnessed in 1848. The agitation for cheap bread is not attributed to wheat speculation in America, nor to the exhaustion of the world's reserved stock of food supplies; it is described as a movement partly Socialist, partly religious, partly sectional, but wholly inspired by discontent with existing political conditions, by which the masses are overwhelmed with taxation and poverty.

Socialist organizations are known to have been making great headway during recent years in Northern Italy, and the Clerical party is charged with encouraging the movement. The main weight of taxation has fallen upon the northern provinces, which have become disaffected with the costly policy of armaments and the results of the unification of Italy. Every traveller who spends the winter in Italy returns with the conviction that it is a self-contented country, ignorant of what is going on in the world and wholly engrossed with its own misery and with the religious controversy over the re-establishment of the temporal power of the Vatican. That the American attack upon another decaying monarchial State has been the signal for an anti-monarchical movement in Italy is an assumption which cannot be reconciled with the indifference of the people to what is happening abroad; it is more reasonable to believe that the Italian mobs have been starved and taxed into disaffection until they are ready to fight the troops in the streets.

The Ministers are afraid to let the truth be known, and have recourse to stern measures of repression. The most ominous signs are the wide diffusion of revolutionary ideas among the poor, who are armed only with the courage of despair, and the incapacity of the governing classes to consider grievances until the only method of meeting them is by bayonet charges.

Apart from the apprehension caused by the democratic revolt on the Continent, with cheap bread as the war cry, there is a clear perception here of the truth that the forces of Europe are now in process of rearrangement. France is assuming the leadership of the Latin races, sympathizing with the Italian Government in its hour of fiery trial, and openly favoring Spain at Martinique in defiance of neutrality and lending money to the Madrid Government. The Triple Alliance is well-nigh shattered when Italy is honeycombed with socialistic discontent. France, with Russia in alliance, Italy drawn toward her and Spain dependent upon her, looms up with new resources of power and prestige.

Lord Salisbury is quick to perceive her increased importance, for he has appointed the well-favored London bankers with an official display of pessimism, and has reopened the press discussion of the questions at issue in Bousa and the Lagos Hinterland. No Minister, unless it be Mr. Chamberlain, seems to know whether there is really ground for fighting in West Africa, but every diplomatic expert understands clearly that French ascendancy among the Latin races, with a disturbing of the Triple Alliance, will carry Germany toward England and the Anglo-Saxon side. What is unmistakable is the fact that Europe is profoundly affected by American intervention in Cuba and the Philippines, and by the evidence that its own security depends upon an uninterrupted cheap food supply from the United States. So great is the area of disturbance that the Continent desires to have the war brought to an end as quickly as possible for its own peace of mind before all existing diplomatic combinations are shattered.

The Liberals have won in South Norfolk the most notable victory since the general elections; at least a thousand Unionists have turned around. Many explanations are offered for the Tory overturn, but the most satisfactory one is that, with a gradual disappearance of the Home Rule question, old-time political conditions are restored, and Liberalism regains the natural attractive force which it exercised before Mr. Gladstone's conversion to the Irish cause.

Mr. Chamberlain was in an awkward position in Birmingham on the night when the crushing reverse of the Unionists was announced, but he emerged triumphant by making the strongest appeal in favor of an Anglo-Saxon alliance yet heard in England. He knows better than anybody else the quarter from which the wind is blowing in England. If he doubted his political instinct, he was reassured by the loud, prolonged applause which greeted his sympathetic references to America's good and humane cause and his declaration that the war would be cheaply purchased if the Stars and Stripes and the Union Jack should wave together. No other English statesman has been equally outspoken, and the effect upon the audience was fairly electrical.

Two brilliant Drawing-Rooms at Buckingham Palace, one with and the other without the

Continued on Seventh Page.

WAR DEPARTMENT ASTIR.

PLANS FOR THE EXPEDITIONS TO CUBA AND MANILA.

DATES OF THEIR DEPARTURE UNCERTAIN, BUT PREPARATIONS CONTINUE WITH VIGOR.

Washington, May 14.—In the War Department the day was one of extraordinary activity. Arrangements for the expeditions to Cuba and the Philippines continued with unabated vigor. Concerning the former, the date of departure is still uncertain, and will depend on the developments of the next few days. This uncertainty, however, in no wise interferes with the preparations for hurrying to Tampa the large amount of quartermaster's and commissary's supplies which will be taken to Cuba by the army of invasion. According to the present plans, many of the volunteers will be held at Chickamauga until the date of their embarkation is near at hand, when they will be sent on to Tampa. Assistant Secretary Melick to-day chartered the ship Miami as a transport for the Army. The vessel is now at Norfolk, where she will coal, and will then start for Tampa.

Major-General Merritt, who is now at Governor's Island, in command of the Department of the East, and who has been selected for the Military Governorship of the Philippines, is expected in Washington to receive his instructions before starting for his post of duty. Many of the troops which are to go on this expedition are already on their way to San Francisco, and every effort is being made to have the others who have been ordered there proceed as rapidly as possible. It is not believed, however, by the officials here that the expedition can start inside of a week. Many of the troops will have to be re-equipped and furnished with ammunition at San Francisco.

It is said here that the City of Peking, which can carry more than a thousand men, will be the first of the transports prepared for the trip to the Philippines. A successor to General Merritt in command of the Department of the East is being discussed, but it is not believed that any one has yet been chosen.

BIDS FOR PROJECTILES OPENED.

Proposals for furnishing nearly six thousand projectiles for seacoast cannon were opened at the Ordnance Bureau of the War Department to-day. This probably is the largest amount of material of this kind for which advertisements have been issued at any one time in the history of the Government. The advertisements provided for furnishing projectiles as follows: One thousand and nineteen 8-inch armor-piercing shot, capped; 1,084 8-inch armor-piercing shell, capped; 750 10-inch armor-piercing shot, capped; 750 10-inch armor-piercing shell, capped; 477 12-inch armor-piercing shot, capped; 780 12-inch armor-piercing shell, capped; 385 12-inch torpedo shells, weighing 800 pounds each; 396 12-inch torpedo shells, weighing 1,000 pounds each.

The bidders included the Midvale Steel Company; the Carpenter Company, of Reading, Penn.; the Fifth-Sterling Steel Company, of Pittsburgh; the Mannesman Tube Company and the Taylor Iron and Steel Company. There was considerable difference in some of the bids, but the companies promised to use their best efforts and furnish the projectiles as soon as possible. The awards will be made early next week.

Orders have been sent from the War Department directing the 8th and 2d regiments of Massachusetts to proceed to their destinations in the South by rail.

One of the regiments of the Indiana volunteers ordered to Chickamauga yesterday, that commanded by Colonel Barnett, will not go to that place immediately, but will remain temporarily at Indianapolis.

CHARLESTON TO SAIL TO-DAY.

CITY OF PEKING WILL PROBABLY FOLLOW ON THURSDAY.

San Francisco, May 14.—The cruiser Charleston is ready to depart for Manila. It is announced at the Navy pay office that the cruiser will start early to-morrow morning. The Charleston will stop at Honolulu for coal. It is expected that the trip to the Philippines will occupy about twenty days. Three hundred sailors and marines to reinforce Admiral Dewey's fleet will go with the vessel.

It is unofficially stated that the steamer City of Peking will start from this city next Thursday, and she will carry one thousand soldiers and six hundred tons of ammunition. The Chinese crew of the City of Peking struck this morning and notified their superiors that they would not take the trip to Manila, being afraid of torture at the hands of the Spaniards. An American crew will be organized and will be ready to go with the ship when sailing orders have been received.

A battalion of Washington volunteers is expected to arrive here on the steamer Senator to-night, and the 1st Kansas, the 1st Colorado and the 13th Minnesota volunteers are expected to arrive early next week.

THE PHILIPPINE EXPEDITION.

LARGE FORCE OF MEN TO ASSEMBLE AT SAN FRANCISCO.

San Francisco, May 14.—A guard of eighteen men from the coast defence vessel Monterey will watch the loading of the City of Peking with coal and stores for the American fleet at Manila. The Peking will carry as many troops as she has accommodations for, about two thousand. No extra berths will be provided, and the vessel will get away the early part of the week. The City of Sydney will have extra accommodations put in the between decks and steerage, and the Australia will also be fitted out in like manner. It is expected that all the vessels chartered at this port as transports will get away within ten days.

Within ten days there will be twelve thousand volunteers encamped at the Presidio. General Merritt has advised those in charge here that arrangements must be made at once to care for that number. Contracts will be let next week for a large amount of subsistence. Nine thousand blankets were ordered yesterday and ten thousand pairs of shoes will be bought to-day. Four hundred horses and an equal number of mules will at once be purchased for the artillery and cavalry divisions of the Manila expedition.

SENATOR SEWELL DECLINES.

NOT WILLING TO GIVE UP HIS SEAT IN THE SENATE FOR A MAJOR-GENERAL'S COMMISSION.

Washington, May 14.—Senator Sewell, of New Jersey, who was nominated to be a major-general in the volunteer army, has informed the Secretary of War that he will decline the honor. This action presumably is due to the belief of the Senator that in accepting a commission in the Army he would be compelled to resign his position in the United States Senate. As Senator Sewell was appointed from civil life, the expectation is that the vacancy will be filled in a similar way. The Senator had also been assigned to the command of the troops to be concentrated at Washington, and his declining will compel a new selection for that command.

MERRILL ALUMNUM mandolins and guitars. KRELL, 174 Fifth-ave. (Adv.)

SAMPSON'S SQUADRON MOVES.

AT PUERTO PLATA YESTERDAY

AMERICAN WAR VESSELS AT OTHER WEST INDIAN PORTS.

THE ST. LOUIS LEAVES ST. THOMAS—THE MONTGOMERY AND THE YALE WERE TO SAIL LAST NIGHT—THE HARVARD STILL AT MARTINIQUE.

(Copyright, 1898, The Associated Press.) Cape Haytien, May 14.—The steamer Supply, formerly the Illinois, from Philadelphia, arrived here at 5:30 o'clock to-day. Upon his arrival Lieutenant Roberts, her commander, telegraphed to Rear-Admiral Sampson for orders. Admiral Sampson is at Puerto Plata, on the north coast of Santo Domingo. He communicated to-day with the American Consul at Cape Haytien.

St. Thomas, Danish West Indies, May 14.—The United States auxiliary cruiser St. Louis sailed from here this morning, going in a westerly direction. The United States cruiser Montgomery arrived here at 7 o'clock in order to take coal on board. She is expected to leave here to-night to join the fleet. Her destination is said to be Key West.

The United States auxiliary cruiser Yale, formerly the American Line steamer Paris, has also called here, and it is understood, will clear with the Montgomery for Key West.

St. Pierre, Martinique, French West Indies, May 14.—The Spanish torpedo-boat Terror, of the Cape Verde fleet, is still at Fort de France, capital of this island, but nothing can be seen of the other Spanish warships from here.

The United States auxiliary cruiser Harvard, formerly the American Line steamer New-York, is at this port.

NOTHING FROM SAMPSON.

Washington, May 14.—At a late hour to-night officials of the Navy Department stated that they had received no information of Admiral Sampson's fleet, beyond the Associated Press dispatches announcing its arrival at Porto Plata. Porto Plata is a small seaport on the north Dominican coast. The French line cable runs through this point and also runs down to Curacao, where the Spaniards were sighted. Admiral Sampson probably will put in at Cape Haytien, and it is from there that the first official report from him is expected.

ARE THEY AFTER THE OREGON?

THREE SPANISH WARSHIPS REPORTED CRUISING OFF THE BRAZILIAN COAST.

Buenos Ayres, May 14, via Galveston, Tex.—Admiral Rio Janeiro confirms the reports of the arrival at Bahia, Brazil, of the United States warships Oregon, Marietta and Nietheroy. The steamer Rio Janeiro, which has arrived at Pernambuco, reports having seen on the night of Wednesday last three vessels, supposed to be Spanish warships, cruising before Cape San Agostinho, on the coast of Brazil, about three hundred miles north of Bahia.

NO ANXIETY FOR THE OREGON.

Washington, May 14.—In one respect, the sighting of the Spanish fleet off Curacao is a relief to naval officials here, as it seems to assure the safety of the battle-ship Oregon. She is proceeding from the north coast of South America to join Admiral Sampson's fleet, and is somewhere in the neighborhood of Martinique. Had the Spanish squadron remained at that point there would have been serious danger that the Oregon would be intercepted. Now, however, she is well out of the way of the Spaniards so long as she follows the usual routes.

CERVERA'S DESTINATION.

Madrid, May 14, 7 p. m.—A report is persistently circulated that Admiral Cervera's fleet is going to Cuba. The Ministry of Marine declines to give any information whatever regarding the matter.

FAITH PINNED TO THEIR ADMIRAL.

London, May 15.—Admiral Cervera's fleet is going to Cuba. The Ministry of Marine declines to give any information whatever regarding the matter. The newly appointed Admiral of the Cadiz fleet is also regarded as an able officer. Until both have had their innings it is probable that the Spaniards will look with greater leniency upon the present Government. The recent alleged successes of the Spanish forces have inclined the country to ignore the question of Cabinet changes for the present.

LONDON HEARS A WONDERFUL TALE.

London, May 14.—"The Star" says a Madrid dispatch by way of Paris throws interesting light upon Cervera's movements since he left the Cape Verde Islands. It appears that he headed for St. Pierre and Miquelon, off the coast of Newfoundland, where some instructions awaited him. Three colliers from Sydney, C. E., were met and the Spanish fleet sailed. Admiral Cervera's instructions then were to make raids on Portland, Boston and Newport, and if Rear-Admiral Sampson bombarded Havana, to draw him off. But it seems the news from Manila changed the plans. The next proposed move was to destroy Rear-Admiral Sampson at Porto Rico, and then sail rapidly for Havana and destroy the few ships left there. Finally, should Admiral Cervera, on reaching Santiago de Cuba, learn that two American squadrons were coming to meet him, then leaving the sea free, his plan would be to avoid them, sail straight for Charleston and bombard that city.

LOOKED ON AT SAN JUAN.

A STORY OF THE BOMBARDMENT TOLD BY A FRENCH CRUISER.

(Copyright, 1898, by the Associated Press.)

St. Thomas, Danish West Indies, May 14.—The third-class cruiser Amiral Rigault de Genouilly, which was at San Juan de Porto Rico during the bombardment of the forts at that place by the fleet of Rear-Admiral Sampson on Thursday morning, left there about noon yesterday and arrived here this morning. She reports that the inhabitants of San Juan de Porto Rico fled to the country immediately after the firing began, women and children, the Frenchmen add, being trampled upon in the mad scramble for safety. As the crew of the French cruiser remained on board their ship they cannot say much in regard to the exact condition of affairs ashore.

They say one shell exploded in a schoolhouse, killing a number of children, while another shell demolished the house of the Commandant of Marine of San Juan. The officers of the French ship say they do not know how many persons were killed during the bombardment, but they express the opinion that the number was small. On the other hand, they say that a number of persons were wounded in large. They also criticize the wisdom of the bombardment.

The Amiral Rigault de Genouilly was injured by pieces of exploding shell during the bombardment, and her rigging was cut. When she left San Juan its inhabitants were beginning to return to the city. The strictest censorship over telegraphic messages is observed at the capital of Porto Rico.

THE FINEST TRAIN BETWEEN NEW-YORK AND WASHINGTON is the new "Congressional Limited" of the Pennsylvania Railroad. Leaves New-York daily at 3:30 p. m. Unique dining-cars. (Adv.)

NEWS OF THE HOSTILE FLEETS.

SAMPSON AT PUERTO PLATA, SANTO DOMINGO, AND CERVERA SIGHTED OFF VENEZUELA.

SPANIARDS APPARENTLY TRYING TO AVOID A BATTLE.

THE BLOCKADERS ON THE CUBAN COAST WARNED TO BE ON THE LOOK-OUT—HOW A PARTY OF BRAVE MEN CUT THE CABLE AT CIENFUEGOS—OTHER WAR STORIES.

The Spanish fleet was sighted yesterday off Curacao, about one hundred miles from the Venezuelan coast, steaming rapidly westward. It is believed in Washington that Admiral Cervera is taking a circuitous course, in the hope of reaching the Cuban coast without encountering Admiral Sampson's squadron. Warning was sent by the Navy Department to the vessels of the Cuban blockading fleet.

Admiral Sampson's squadron, which bombarded San Juan de Porto Rico on Thursday, was reported at Puerto Plata, on the north coast of Santo Domingo.

The French Government, in spite of a protest from Spain, has granted permission for the Harvard to remain seven days at St. Pierre, Martinique, to make repairs. The Spanish torpedo-gunboat Terror, of the Cape Verde fleet, is at Fort de France, Martinique. The St. Louis sailed west from St. Thomas, Danish West Indies, yesterday morning. The Montgomery and the Yale stopped at St. Thomas, but were expected to sail last night.

A dispatch from Buenos Ayres confirmed reports of the arrival of the Oregon, the Marietta and the Nietheroy at Bahia, Brazil, and said that three vessels, believed to be Spanish warships, were cruising about three hundred miles north of Bahia. Naval officials in Washington have no fears for the safety of the Oregon.

Complete accounts show that the affair at Cienfuegos, which was represented by the Spaniards as a repulse of two American landing parties, was really a gallant exploit of volunteers from the Marblehead and the Nashville, who cut the cable there in the face of a hot fire from a regiment of the enemy.

The War Department continued its preparations for the invasion of Cuba and the expedition to the Philippines with unabated vigor. It is uncertain, however, when the expeditions will start.

Premier Sagasta has apparently made no progress in his effort to fill the vacant places in the Spanish Cabinet.

Improved marksmanship on the part of the Spanish batteries on the Cuban coast gives support to the stories that Blanco has received the assistance of French and German artillery officers.

The 71st Regiment of New-York and the 2d of Massachusetts started South on the Pennsylvania Railroad.

BRAVE MEN CUT THE CABLE.

GALLANT EXPLOIT IN THE HARBOR OF CIENFUEGOS.

FOR TWO HOURS FOUR BOATLOADS OF SAILORS AND MARINES FACED A REGIMENT—TWO KILLED AND SIX BADLY WOUNDED.

(BY TELEGRAPH TO THE TRIBUNE.)

Key West, Fla., May 14.—In the face of a gallant exploit of volunteers from the Marblehead and the Nashville, who cut the cable there in the face of a hot fire from a regiment of the enemy. The War Department continued its preparations for the invasion of Cuba and the expedition to the Philippines with unabated vigor. It is uncertain, however, when the expeditions will start.

The dead and seriously wounded are:

DEAD: REGAN, Patrick, of Brooklyn, marine on the Marblehead.

WOUNDED: DAVIS, John, of New-York; badly wounded.

DORAN, John J., of No. 4 Spring-st., Fall River, Mass.; badly wounded.

SUNTEINICH, Ernest, of Brooklyn; badly wounded.

KUTCHINSKY, Herman W., of New-York; badly wounded.

HENDRICKSON, Harry, of No. 66 Oliver-st., New-York; will die.

VOLZ, Robert, of Carter County, N. C.; will die.

All the wounded except Volz belong on the Marblehead. Volz is of the Nashville. The dead were buried at sea.

Volz is now at Key West, and is expected to die before morning, a bullet having passed through the base of his brain. Hendrickson, who is also likely to die, was shot through the abdomen.

Commander Maynard, of the gunboat Nashville, was slightly wounded over the heart by a rifle bullet that before striking him passed through the arm of an ensign, whose name is unknown. Lieutenant Cameron Melt Winslow was shot in the hand, making three officers wounded in all.

PLENTY OF VOLUNTEERS.

Commander McCalla of the Marblehead, the senior officer on the blockade in the vicinity of Cienfuegos, signalled to the Nashville that he purposed cutting the cable that morning. In view of the fact that the work was hazardous, he ordered that volunteers be called for. So hearty was the response that it was necessary for the officers of the vessels to make selections, and thus only the best material was taken.

While the preparations for the landing party were going on both vessels began shelling the beach, behind which there is a dense growth of tall grass. To this fire there was a heavy response by a regiment of infantry, which was entrenched in the grass. The brisk fire of the American ships, however, drove the greater part of the Spanish force to seek shelter behind theighthouse at Colorado Point, which is the terminus of the cable line.

OFF TO THEIR PERILOUS WORK.

When the fire of the Spanish became less vigorous Commander McCalla ordered the boat party to begin work. Immediately two cutters, each containing six men, and two steam launches, containing twelve men each, started for the shore, the cutters in advance. Lieutenant Edwin A. Anderson was in charge of the Marblehead's cutter and Lieutenant Cameron Melt Winslow in command of the Nashville's cutter, while Ensign Magruder, of the Marblehead, directed the movements of both launches. In each boat besides the crew there were several marines, and each of the launches mounted a 1-pound gun in its bow.

All four boats made way with all speed till they were not more than thirty yards from the beach. At this point the water was seven fathoms deep, and so clear that the three cables could be plainly seen lying on the bottom.

The launches took positions in front of the cutters, and began an attack on the Spanish soldiers on the beach, most of whom were protected by rifle pits and hastily improvised intrenchments. Bullets from these rifle pits sung about the ears of the men in the boats, but the work of picking up and severing the cable went on without a hitch.

TWO HOURS UNDER FIRE.

Make haste as they would, the cable-cutters found that the task was no easy or brief one. For nearly two hours they worked with might

Continued on second page.

Photographs of National Guard, going to war, Half Price. Rockwood, Broadway, 6th St.—Adv.

ENEMY'S FLEET SIGHTED.

REPORTED OFF CURACOA.

EVIDENTLY TRYING TO ELUDE THE AMERICAN SCOUTS.

THE NAVAL BATTLE IN THE CARIBBEAN SEA NOT LIKELY TO TAKE PLACE FOR SEVERAL DAYS.

(BY TELEGRAPH TO THE TRIBUNE.)

Washington, May 14.—Interest in naval and military circles has centered almost exclusively to-day in the prospective encounter of the Spanish Cape Verde squadron, now in Caribbean waters, with some portion of the American forces which have been dispatched in pursuit of it. In the absence of any but the vaguest news from the West Indies, the plans of Admiral Bermejo are veiled in an impenetrable mystery, and the many strategical choices offered him, thanks to the manageable size and superior steaming qualities of the Spanish squadron, leave the present whereabouts and ultimate destination of the enemy's men-of-war a matter of pure conjecture. The only definite information which reached the Administration to-day from the Caribbean came in the shape of a cable dispatch from the United States Consul at Curacao, who reported that the Spanish fleet had been sighted off that island.

TRYING TO ELUDE THE SCOUTS.

As Curacao is only one hundred miles north of the Venezuelan coast and some five hundred or six hundred miles southwest of Martinique, Admiral Cervera's ships, if really sighted there, are taking a wide sweep to the south on their way to Cuban waters. Such an indirect and circuitous course would bring them up eventually at Santiago de Cuba or at Cienfuegos without subjecting them to observation from the scouts of the American fleet, which it was planned to mass about the Mona and Windward passages. But at the same time, by the greater length of steaming time consumed, it would more seriously deplete their coal supplies and close to them the possibility of reaching the north coast of Cuba before the blockading fleet there had been fully reinforced by the Hampton Roads squadron.

The authorities here do not, of course, accept the report of the Consul at Curacao as entirely beyond dispute, for the squadron was said to have passed some distance out at sea and its identity could not have been indisputably established. Yet it is altogether plausible that the Spanish Admiral may have taken such a course from Martinique as would have brought him into the vicinity of Curacao some time this morning.

Steps have already been taken, to warn the gunboats Nashville and Helena and the smaller craft now blockading Cienfuegos of the possibility of a descent on that port by the Spanish squadron, and it is not believed that the American warships now on the south coast of Cuba will be taken unawares. If the Cape Verde fleet has run as far south into the Caribbean as Curacao there can be little prospect of its encountering an American squadron for several days to come.

CHARGES AGAINST FRANCE BASELESS.

The Administration is much annoyed at the publication of charges against France of partiality in the observance of her neutral obligations. Such charges have no foundation in fact, so far as the President and his advisers can discover, and can have no result except to create useless friction and irritate public sentiment both in France and in this country. There is nothing to show that the Spanish squadron coaled in the harbor of Fort de France, in Martinique, or that neutral obligations of any kind were relaxed by the colonial authorities.

The prompt acquiescence of the French officials in the request of Captain Cotton of the auxiliary cruiser Harvard to be allowed to remain several days at St. Pierre to make some necessary repairs to the ship's machinery indicates clearly, on the contrary, that the French Government intends no discrimination against the United States. Captain Cotton has hesitated to leave St. Pierre while the Spanish squadron was reported lying off Fort de France, only a few miles to the south. He has now been instructed by the Navy Department either to wait a week at St. Pierre, until the repairs on the Harvard are finished, or to reconnoitre carefully within the neutral three-mile limit before attempting to rejoin Acting Admiral Sampson's fleet.

FRANCE SHOWS HER FRIENDSHIP.

THE HARVARD ALLOWED TO STAY SEVEN DAYS AT MARTINIQUE, DESPITE SPAIN'S PROTEST.

Washington, May 14.—Official information reached here to-day that the Spanish Government had filed a protest at the Foreign Office in Paris against the permission given by the French authorities at Martinique to the United States auxiliary cruiser Harvard to remain in the harbor of St. Pierre, Martinique, for seven days to make necessary repairs. The French Government has taken speedy action on the protest, and insists that the United States cruiser, being disabled, has a full right to remain seven days, or such time as may be necessary to complete her repairs, and that in the mean time no steps will be taken to have her leave the French port.

The Spanish protest is an important development in the present critical naval situation in the West Indies as it serves to permit France to give a conspicuous evidence of her friendly attitude toward the United States and to offset the insinuations which have been made as to French favoritism to Spain. It also makes clear for the first time the plans of the Spanish Admiral to have the Harvard forced out of the harbor at Martinique and then to capture her by his swift cruisers and destroyers. It is impossible for the Spanish warships to attack her while she is inside the harbor, as international law forbids such an attack in a neutral harbor. The most the Spanish Admiral can do is to wait outside the harbor in the hope of taking the Harvard as she leaves port.

It is evident from the filing of Spain's protest that she had fully expected the Harvard to leave St. Pierre, and that the Spanish ships were lying in wait for her. But a wait for seven days would be futile, as other American ships can go to the relief of the Harvard before that time. Moreover, while the capture of the Harvard would be valuable to the Spanish squadron, it is obvious that it cannot shape its entire movements for the next seven days in order to effect this one capture. Had the French authorities decided, in view of the protest, that the Harvard must sail at once, her position would have been extremely critical, as her batteries are insignificant compared with those of the big Spanish warships, and her fleetness would not avail when the Spanish ships commanded the harbor entrance and had 30-knot vessels among their number. As it is, the Navy Department is relieved of all serious apprehension for the Har-

Mr. Brigham, of Mount Pleasant House, White Mts., will be at No. 8 Park Pl. for two weeks. (Adv.)